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John R. Cooper  
TRANSPORTATION DIRECTOR

March 14, 2011

The Honorable Melton Potter  
Mayor, City of Scottsboro  
316 Broad Street  
Scottsboro, Alabama 35768

**Subject: Annual Inspection Report**  
**Word Field Municipal Airport**

Dear Mayor Potter:

An inspection of the Word Field Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on March 7, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Word Field Municipal Airport. As noted in the report, the airport does not meet all of the requirements for the issuance of an operating license in the Public Use category. The license is being withheld pending correction of the noted license deficiencies. Please advise this office when all of the license violations have been corrected so that a reinspection of the airport can be scheduled. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO  
Barge, Waggoner, Sumner & Cannon, Engineers

# ANNUAL INSPECTION REPORT

## MARCH 7, 2011



SCOTTSBORO MUNICIPAL AIRPORT  
WORD FIELD  
SCOTTSBORO, ALABAMA

**ANNUAL INSPECTION REPORT  
WORD FIELD AIRPORT  
SCOTTSBORO, ALABAMA**

March 7, 2011

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# Annual Inspection Report Word Field Airport Scottsboro, Alabama

March 7, 2011

## Introduction

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Word Field Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on March 7, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

The federal airport design standards referred to in this report were taken from the Scottsboro Municipal Airport Layout Plan (ALP) prepared by Barge, Waggoner, Sumner & Cannon in May of 2003. The airport owner should refer to the ALP for the dimensions of the FAA airport design standards used to identify violations to these standards.

## Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

## License Status

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

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Based upon the findings of the inspection conducted on March 7, 2011 it was determined that the **Word Field Airport does not meet the requirements for the issuance of an operating license in the Public Use category**. The operating license is being withheld pending the correction of the license violations noted in this report.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

## **1. Approach and Departure Paths (See Appendix 1) Administrative Code 450-9-1-.12(1)**

### **State Licensing Standards**

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

### **Inspection Results**

- ➔ **Violation** - Runway 04 is obstructed by trees and brush, reducing the required 20:1 slope to 18:1. The trees are located across the Approach/Departure Path at an average distance of 1080 feet from the runway end. Trees obstructing the FAA Runway Protection Zone also continue across the existing railway.
- ➔ **Maintenance** - Runway 22 – The 20:1 slope required within the FAA Runway Protection Zone is obstructed by trees located 1105 feet from the runway end and 254 feet from centerline that reduce the approach slope to the runway end to 11:1. The runway is displaced 230 feet. The obstruction clearance slope from the trees to the runway is 16:1.



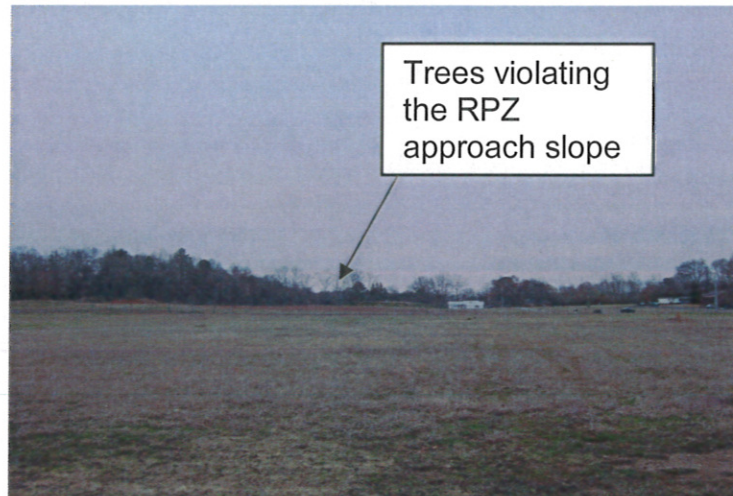
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## Required Action

- ➔ Runway 22 – The obstructing trees must be removed or the runway threshold displaced an additional 305 feet from the present location for a total of 535 feet.
- ➔ Runway 4 – The obstructing trees must be removed or the runway threshold displaced 283 feet to provide the required 20:1 slope. The displacement may also bring other obstructing trees that are growing along both sides of the railway into the displaced Runway Protection Zone.

Photo 1



Runway 22 Approach (See Appendix 3)

Photo 2



Runway 4 Approach (See Appendix 2)

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## 2. Primary Surface Administrative Code 450-9-1-.12(2)

### State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results

- ➔ The Primary Surface meets licensing requirements.

## 3. Runway Safety Area Administrative Code 450-9-1-.12(3)

### State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

### Inspection Results

- ➔ The Safety Areas of both runway ends were found to meet licensing requirements.

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## 4. Airport Markings Administrative Code 450-9-1-.12(4)

### State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

### Inspection Results

- The non precision markings of Runway 04/22 are in *Fair* condition.

Photo 3



Non Precision markings of Runway 4

Photo 4



Displaced threshold markings of Runway 22



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## 5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

### State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### Inspection Results

- The windsock was found to be in good condition and lighted by indirect light for night operations.

Photo 5



Windsock assembly and beacon tower

## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds. An airport rotating beacon is suggested.

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## Inspection Results

- ➔ The airport lighting system was inspected and found to meet all requirements.

## **7. Runway, Taxiway and Apron Conditions** **Administrative Code 450-9-1-.12(7)**

### State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

## Inspection Results

- ➔ The runway, taxiway and apron pavement conditions are in compliance with State licensing requirements.

## **8. Fueling Area Requirements** **Administrative Code 450-9-1-.12(8)**

### State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

## Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of

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Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 6



Fueling facility for Jet A and Avgas

## 9. Administrative Code 450-9-1-.16 Prohibited Activities

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### Inspection Results

- ➔ No prohibited activities were observed during this inspection.

## 10. Maintenance item: Drainage Structure

### Inspection Results

- ➔ The drainage pipe from the taxiway to the ramp has significant erosion at both ends of the structure. Pavement on one side of the taxiway is being undermined by water from the apron which will cause a collapse of the pavement if not corrected.

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## Required Action

- ➔ The airport engineer should be consulted to determine a course of action to repair the eroded areas and prevent future erosion.

Photo 7



Erosion at drainage structure

Photo 8



Erosion on other end of the same drainage structure

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Word Field Airport  
Scottsboro, Alabama**

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**Summary**

***INSPECTION SUMMARY***

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach/Departure Paths	Violation Runway 4 Maintenance Runway 22	Remove obstructing trees
Drainage Structure	Maintenance Taxiway from Apron	Consult with airport engineer to repair eroded area and prevent future erosion

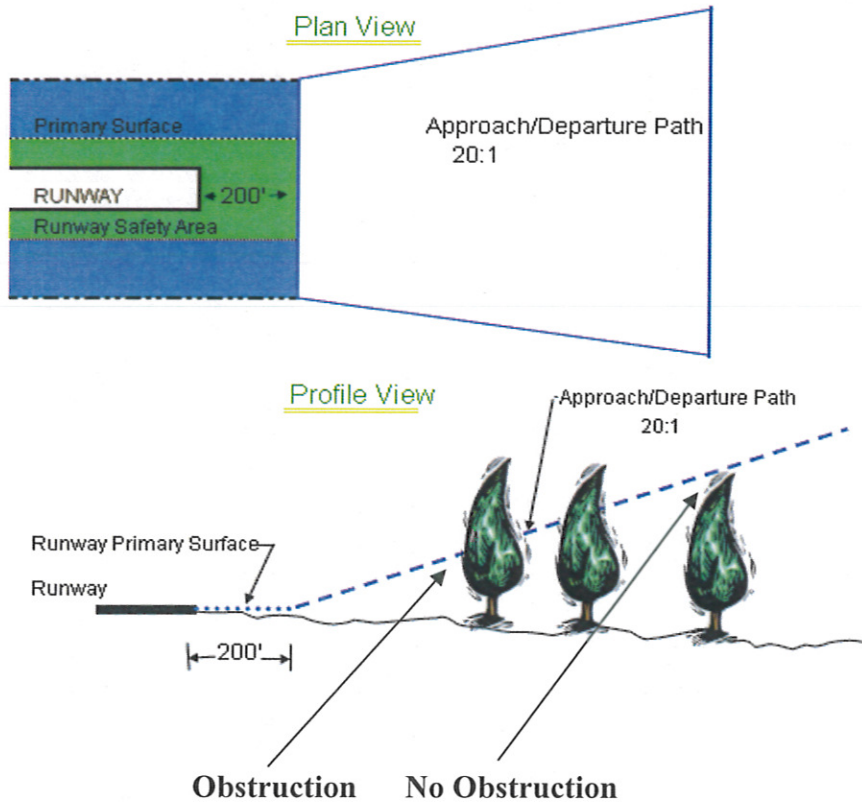
Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.



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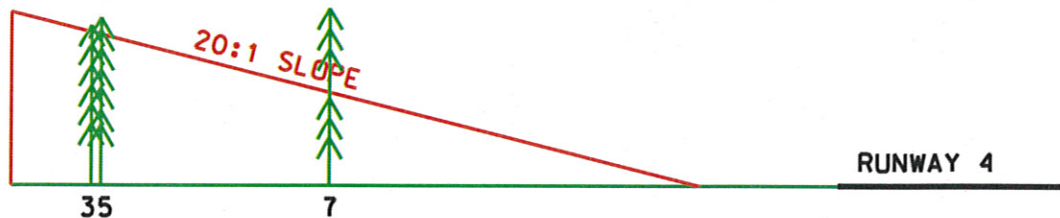
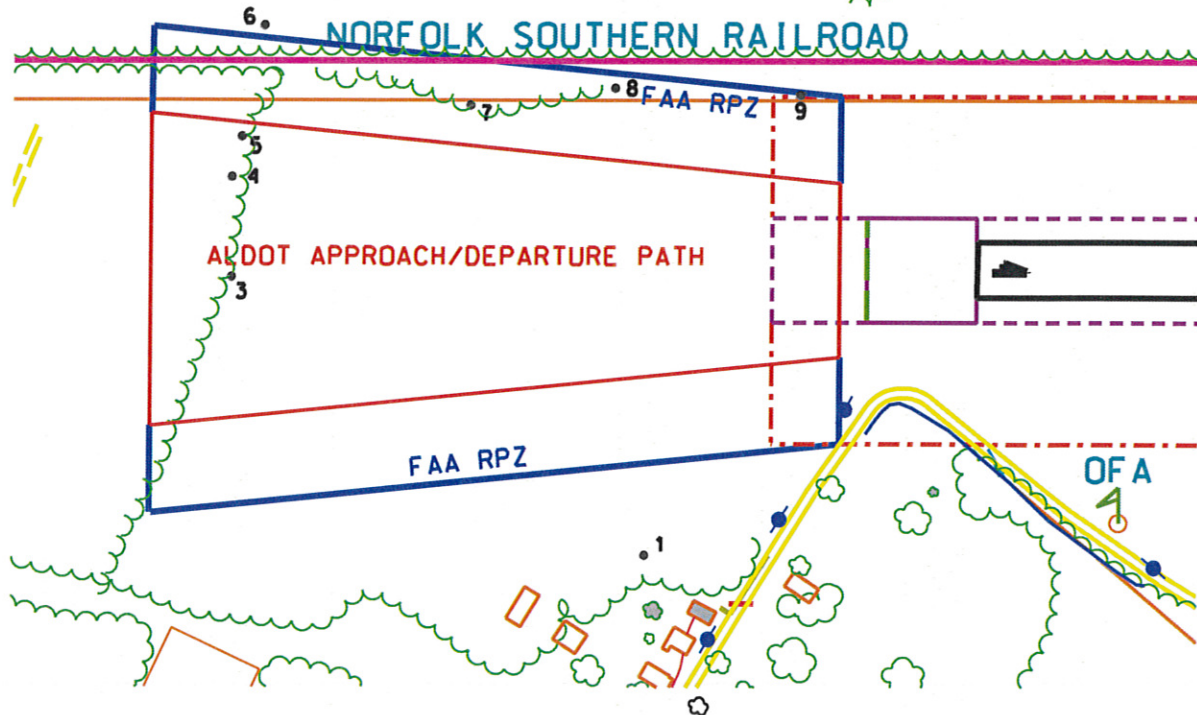
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



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PLAN AND PROFILE  
RUNWAY 4  
MARCH 7, 2011

March 7, 2011



VIOLATIONS OF THE 20:1 SLOPE WITHIN THE  
ALDOT APPROACH/DEPARTURE PATH

- 3. +46 FOOT TREE  
1083 FEET FROM RUNWAY END  
11 FEET FROM CENTERLINE  
19:1 SLOPE
- 5. +48 FOOT TREE  
1069 FEET FROM RUNWAY END  
191 FEET FROM CENTERLINE  
18:1 SLOPE

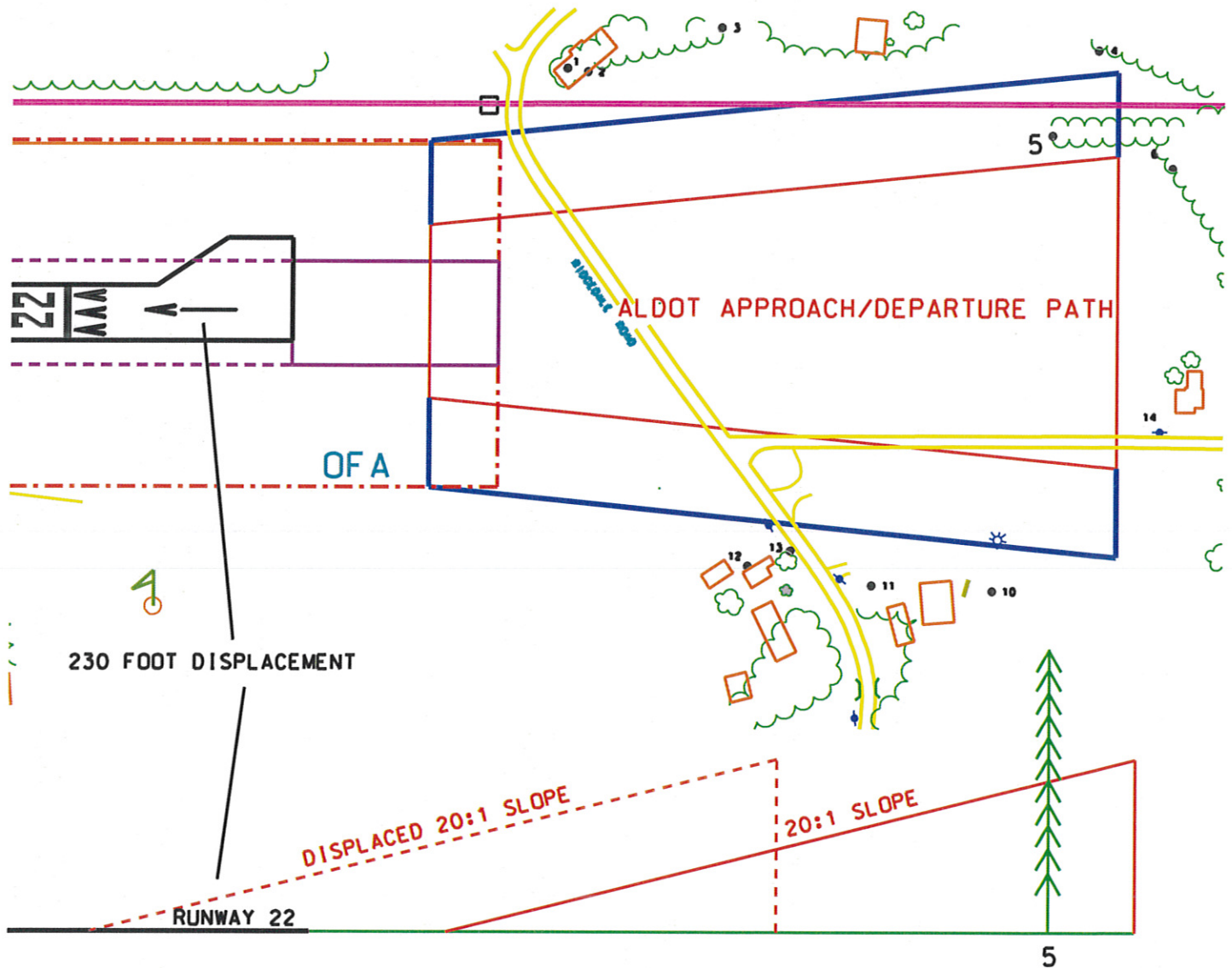
TREES IDENTIFIED ARE PART OF A LINE OF TREES  
THAT ALSO VIOLATE THE FAA RPZ AND THE  
20:1 SLOPE WITHIN THAT AREA. THIS LINE OF  
TREES EXTENDS ACROSS THE RAILWAY.

APPENDIX 2

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PLAN AND PROFILE  
RUNWAY 22  
MARCH 7, 2011



VIOLATIONS OF THE 20:1 SLOPE WITHIN  
THE FAA RPZ

5. +82 FOOT TREES  
1105 FEET FROM THE RUNWAY END  
254 FEET FROM THE CENTERLINE  
11:1 SLOPE (16:1 FROM THE DISPLACEMENT)

APPENDIX 3